

Rain tonight and Sunday,
and Warmer.

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WASHINGTON, SATURDAY EVENING, JANUARY 19, 1907.

PRICE ONE CENT.

POSEY SLAIN, POLICE SEEK TWO BOWIES

Mother and Brother of
Sweetheart Alleged As-
sailants of Victim at
Indian Head, Md.

Claimed They Wanted
Him to Marry Girl He
Had Wooed at Iron
Side, Md.

Brother of Young Man
Says Wounds Were
Given When Escape
Was Attempted.

Hubert Posey, who was shot yesterday afternoon near Indian Head by Mrs. Mollie Bowie and her son, Henry Bowie, because, it is alleged, that young Posey refused to accede to their demands to wed "Sis" Bowie, the woman's daughter, died from the effects of his wounds this afternoon at 1:20 o'clock at the Casualty Hospital.

Posey died without regaining consciousness after reaching the hospital. His wounds were regarded as critical from the first, the hospital physicians having little hope for his recovery.

Posey was employed at the proving station, Indian Head, Md., and for some months had been wooing "Sis" Bowie, who lives with her parents at Iron Side, Md., a short distance from the station.

Yesterday afternoon about 4:30 o'clock, while Posey was on his way home from work, it is reported he was "held up" by Mrs. Mollie Bowie and her son Henry, mother and brother of the girl to whom he had been paying attention.

License for Marriage.

It is charged that they lay in wait in the yard of a vacant house on the road he had to use, and when he approached the structure they demanded that he marry "Sis." The hospital physicians were informed that Mrs. Bowie even went so far as to procure a license for the ceremony and made threats against Posey if he refused to wed the daughter. He continued walking. The mother and son endeavored to seize him, but he leaped to the center of the road and started to run. Before he had taken many steps Mrs. Bowie is said to have taken a revolver from under her skirt and opened fire on him. Two of the four shots struck him in the back near the waist line.

As he fell to the ground with a shriek of pain the son is said to have discharged both barrels of the shotgun. The contents of the two shells peppered Posey's right shoulder. He turned over in a muddy gully and groaned so loudly that fellow-workmen were attracted to the scene.

Posey was taken from loss of blood, but he managed to tell his story between gasps. He informed the proving station workmen that the woman and man held him up, and after making charges against him, threatened his life.

Tug Takes Wounded Man.

The injured man was placed on a Government tug and brought to Washington. Almost seven hours after the injuries were inflicted Posey landed at the navy yard. From there he was conveyed to Casualty Hospital in an ambulance. Shortly after 1 o'clock Posey was placed under the influence of an anesthetic and the surgeons began probing for the two bullets and scores of shrapnel.

Bernard Posey, brother of the injured

(Continued on Second Page.)

THE WEATHER REPORT.

Rains will continue generally tonight and Sunday in the East and South, with higher temperatures in the Middle Atlantic States, and lower temperatures Sunday in the Ohio valley and Middle Gulf States.

Steamers departing today for European ports will have increasing easy to southeast winds with rain or snow to the Grand Banks.

TEMPERATURE.

2 a. m. 33
12 noon 24
1 p. m. 21

DOWNTOWN TEMPERATURE.

(Registered Adick's Standard Thermometer.)
9 a. m. 40
12 noon 35
1 p. m. 28

SUN TABLE.

Sun sets today 5:57
Sun rises tomorrow 7:15

TIDE TABLE.

Low tide today 7:50 p. m.
Low tide tomorrow 7:55 p. m.
High tide tomorrow 12:45 a. m., 1:14 p. m.
HARPER'S FERRY, W. Va., Jan. 19.—Both rivers clear.

SAVS DUTROW, THE OPERATOR, IS PLOT VICTIM.

Chief of Telegraphers to
Fight for Silver
Springs Man.

Says He Is Not Blame-
able for Terra Cotta
Wreck.

Will See Commerce
Commissioners in Be-
half of Man Accused.

"Dutrow is innocent of any fault in connection with the terrible disaster at Terra Cotta December 30, and I can prove it."

This was the statement made today by H. B. Perham, president of the Order of Railway Telegraphers, who today interviewed Operator W. M. Dutrow, of Silver Springs, Md., who was held for the action of the Grand Jury in connection with the Terra Cotta wreck, in which so many lives were lost.

Mr. Perham is in the city to confer with Dutrow about the matter, and after the talk today he stated that the Silver Springs man was in nowise culpable.

"It seems that the investigation of the accident at Terra Cotta has fostered a desire on the part of several people to fasten the blame for the whole disaster on Operator Dutrow, who was on duty at Silver Springs," asserted Mr. Perham.

"They have gone ahead without any regard to the facts concerning his connection with the matter. They have accused him of being an irresponsible boy and they have declared that he was a youth of poor qualifications as a telegraph operator."

"The true condition of affairs is quite to the contrary. Dutrow is twenty-three years old. He has a clean record as an operator. There is not a mark of any kind against him, and this we can prove."

Began in 1905.

"He has been an operator since 1905, when he began with the Atlanta Coast line. Since then, he has been with the Baltimore and Ohio railroad."

"Most peculiar of all the phases of the case, however, is the fact that qualifications as a telegrapher had nothing to do with the accident at Terra Cotta. No telegraphed train order or message concerning the whereabouts or actions of extra train 232 came to Mr. Dutrow. He knew absolutely nothing of the train until it came upon him at Silver Springs and then, with permission from the operator at Takoma Park, he ran the train into the block. Once there the train was out of his control and since the accident occurred in the block because of a signal, it is plain that Dutrow is absolutely innocent of any blame in the matter. We are ready to prove that fact."

"Then, too, the question of veracity in the matter of signals displayed at Silver Springs does not affect the matter. Whether he displayed a white signal, as he claims to have done, or a double green signal, as the train crew says he did, has no bearing on the wreck."

"From the rules and regulations of the block system, it seems that Dutrow is absolutely innocent of any blame in the matter. We are ready to prove that."

"Dutrow can prove that he is not an inexperienced boy. He can prove that he is a good operator, and can prove that he followed his instructions to the letter on the night of the accident."

Stands for Dutrow.

"I am not here to find the guilty party. I do not want to. All I want to do is to prove Dutrow innocent, and I think I have done so," concluded Mr. Perham.

Mr. Perham's interview with the young man took place in the National Hotel this morning. Dutrow appeared to be in good spirits. He simply been a conspiracy to prove me guilty of an offense with which I had nothing to do," said Dutrow today.

"The accident did not occur in my block from the fact that the operator in Takoma Park was on duty. Had he not been, I should have covered from Silver Springs to University."

"I am sure I will be cleared," Dutrow concluded.

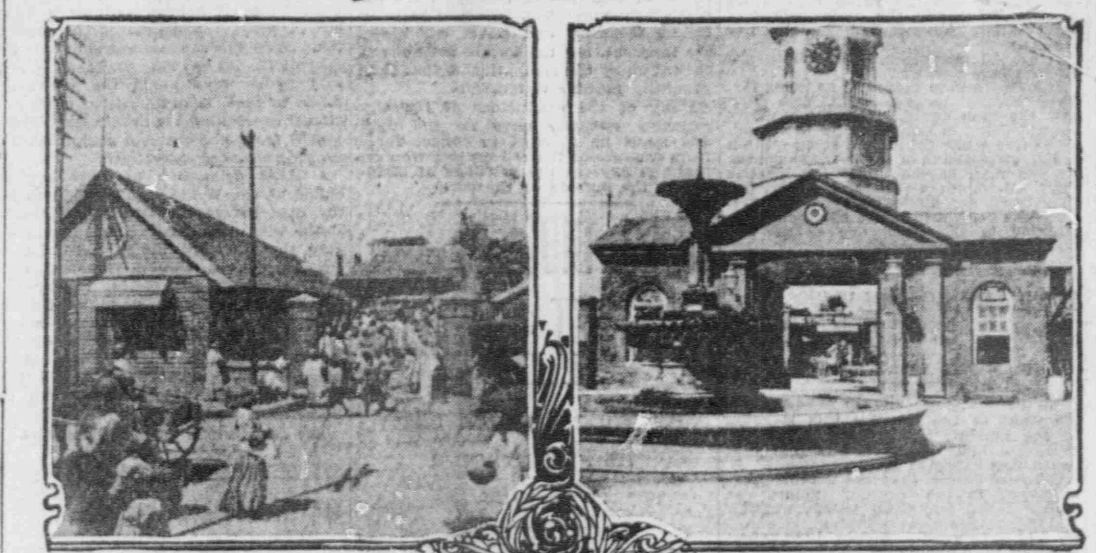
H. B. Perham is in Washington both to clear Dutrow and to attend to business at the Capitol in connection with legislative affecting railroad operators. There is a bill pending before Congress for the betterment of their condition, and a probable eight-hour law.

Mr. Perham will be in Washington for several days and will probably have an interview with the Interstate Commerce Commissioners in regard to the charges preferred against Dutrow.

A WOMAN'S NAME WANTED BY THE TIMES

The Times desires to secure the name and address of the lady who sent \$2 for a destitute family, signing herself "A Fellow Sufferer." The name will not be published. Address "City Editor."

Rivers of Mud in Kingston May Drown All Survivors



HALF A MILLION FAR TOO LITTLE FOR A HOSPITAL

Commissioners Disapprove
of House Bill Offering
Insane Asylum.

The Board of Commissioners has disapproved House of Representatives bill 2025, which provides for the "establishment in the District of Columbia a neurological hospital for the care and treatment of the indigent insane in the District of Columbia, and for other purposes."

"The bill was referred to the Commissioners by the House Committee on the District of Columbia, but this particular bill they disapproved of the bill which carries with it an appropriation of \$500,000 for construction of buildings and furnishing them."

The Commissioners show that at present there are 1,300 indigent insane in the Government Hospital for the Insane; that at a low estimate it would cost \$1,000 per bed for each indigent inmate, or \$1,300,000, which would not include furniture and that the proposed necessary buildings could not be erected and furnished for less than \$1,500,000, which is three times the amount the bill provides.

The disapproval of the Commissioners of this proposed legislation does not mean that they do not favor the erection of such an institution. They see the need of additional accommodations for the indigent insane, but this particular bill they disapprove of, for the reason that it does not appropriate the necessary funds to carry out the objects of the bill nor meet the needs of the situation.

The Commissioners believe that when the members of the House Committee for the District of Columbia view the matter as the Commissioners do, the bill either will be changed or a new bill drawn up appropriating the necessary amount to erect and furnish such a hospital.

INSURANCE BILL SENT BY DISTRICT

Commissioners Recommend
It Supersede Measures
on Subject.

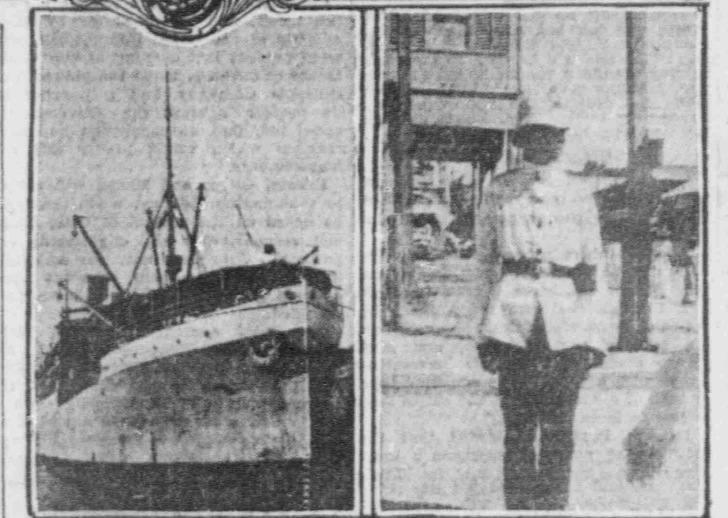
The Commissioners transmitted to Congress today a draft of a bill for the regulation and supervision of assessment life insurance companies or associations operating in the District of Columbia.

The bill was drafted by Thomas E. Drake, Superintendent of Insurance and Corporation Counsel E. H. Thomas. The Commissioners recommend that it supersede all pending legislation bearing on this subject.

The Commissioners say that the superintendent of insurance, owing to the complex nature and the inefficiency of the present law governing such institutions, that some of the companies have refused to make reports to the Insurance Department, pay taxes, or otherwise submit to governmental supervision.

APPOINT GRAY REGENT OF THE SMITHSONIAN

Judge George Gray was today reappointed to his position as regent of the Smithsonian Institution, when the House adopted a joint resolution appointing to him succeed himself. Judge Gray's former term expired on January 14.



IN THE RUINED CITY OF KINGSTON.
The Picture in the upper left hand corner shows the Jubilee market—That next it is a view of the King street wharves—The steamer is the Waldeman, ashore off Plum Point—The lower right-hand picture shows a Kingston Policeman.

Subterranean Disturbances Continue in Jamaica Capital and People Fear It Is Doomed.

Celtic, Food Ship, Due at Kingston, Cannot Be Found

The supply ship Celtic, which left Havana for Guantanamo, Wednesday evening, has not yet been reported as having reached her destination. It was expected that she could cover the distance under ordinary weather conditions in two days. It was intended that she should be hailed by Admiral Evans by wireless, before she turned in for Guantanamo, and receive orders to proceed immediately under full speed for Kingston. The navy stores on the Celtic are sufficient to afford a great amount of relief in the way of food.

The refrigerator ship Glacier, sailed from New York yesterday with a full cargo of meats and other food supplies which were originally intended for the fleet off Guantanamo in winter maneuvers. It is expected that the Glacier will require five or six days to reach Guantanamo, when, if the food is needed, she also will be sent immediately to Kingston.

FRANK W. HIGGINS CRITICALLY ILL

NEW YORK, Jan. 19.—Information has reached this city that the condition of Frank W. Higgins, ex-governor of New York, is critical. He is ill at his home in Olean, N. Y., and the gravest consequences are feared by his family and friends.

NEW IMMIGRANT STATION.

The Senate Committee on Immigration today ordered a favorable report on the bill to appropriate \$70,000 for the building of an immigrant station at New Orleans, on a site to be donated by the city.

\$1.25 to Baltimore and Return.

Via Pennsylvania Railroad, every Saturday and Sunday. All regular trains except the "Congressional Limited." Tickets good to return until Sunday night.

Disease and Hunger Now Grip the Thousands of Sufferers.

KINGSTON, Jamaica, via Holland Bay, Jan. 19.—Kingston is threatened with a new disaster, quite as terrible as earthquake, fire or tidal wave. It is mud.

Great fissures have opened up in the streets, from which ooze thick, foul-smelling black mud.

The mud is flowing in rivers in various parts of the city, and the great fear is that the capital may be engulfed by the black substance.

The subsidence of the shore line continues, and there is every evidence that the earth's crust for many miles around the city is being broken by subterranean forces.

The sea is black with mud. To increase the confusion, fresh shocks have shaken the city.

The belief is growing, even among the whites of the city, that Kingston is doomed. Among the negroes the fresh phenomena have caused a panic equalled only by that which seized them when the first upheaval brought down their homes.

Disease Is Rampant.

Disease, as predicted, is beginning to make its appearance. The vegetable diet and impure water, to which everyone has been driven is getting in its work. Pestilence stalks in the streets. Physicians who have been devoting themselves to the care of those injured in the earthquake are now being called on to treat diseased persons. And there are no medicines.

The scant supplies brought by the United States warships have not sufficed to feed all the people. Kingston's hungry thousands made short work of the food supplies arriving yesterday. Today they have been forced back to eat the raw fruits. For the white people this means almost certain illness. The blacks, accustomed to such a diet, will not suffer much.

The water famine is an even greater menace, because there is scant hope of its being remedied soon. The water supply has not been restored. White and black inhabitants alike have been forced to drink mud.

(Continued on Second Page.)

23 CREMATED IN CAR RUINS ON BIG FOUR

Flyer Crashes Into a Freight Near Fowler, Ind.—Train Is Consumed and Passengers Burned to Death.

Engines Go Over Steep Embankment and Many Dying Persons Are Rescued From Ditches Where They Landed.

RAN THROUGH THE BLOCK

The cause of the accident was the same as that which brought about the wreck at Terra Cotta, D. C., a few weeks ago.

The freight train crew had been given three minutes to take the siding.

The flyer had orders to stop at the block to permit the freight train to reach the siding.

The order was disregarded, and the fast train plunged at full speed into the freight train.—From an Eye Witness' Story.

FWLER, Ind., Jan. 19.—A disastrous collision between a freight and a passenger train occurred near here on the Big Four at 2:30 o'clock this morning, when a passenger train ran through the block, and it is reported twenty-three persons are dead and forty injured, of whom twenty-five will die. The entire train burned. Both engines were thrown down a steep embankment into a ditch.

Passenger train No. 38, which left Chicago at 11:30 p. m., collided with a freight train a short distance from the station.

The wreckage caught fire and passengers were pinned under the ruins and unable to escape. They were roasted to death. The train is known as the "Queen City Special," and carries a sleeper, a day coach, from Chicago to Cincinnati, and a sleeper from Chicago to Indianapolis.

The passenger train, running at high speed, crashed into the rear of the freight.

Most of the passengers were asleep in their berths and had no chance to escape. They must have been killed outright. Those who were injured and unable to escape were cremated in the flames which followed quickly.

Aid was dispatched as quickly as possible to the scene of the disaster, and some of the injured were saved before the flames got to them.

Entire Train Burned.

The passenger train, from engine to last coach, was consumed by the flames. Part of the freight train was also burned. A relief train from Lafayette, which took up physicians from here, was en route an hour after the wreck was first reported. Later a train with Dr. John Oliver, surgeon of the Big Four, and officials of the railroad, arrived from Indianapolis. By this time the work of rescue was well under way.

Attention was first turned to the injured, many of whom were pinned underneath the wreckage and being burned to death. The first relief train from the injured started back for Lafayette at 3 o'clock this morning.

The passenger train, known as the "Queen City Special," containing four coaches, bound East, was going at a speed of sixty miles an hour when it was wrecked. It was followed by a baggage car, a day coach, an Indianapolis sleeper, and the private car of Mr. Schaff, vice president and general manager of the Big Four. Both trains were to meet at Fowler. The conductor of the passenger train was given orders to stop on a siding at Fowler to let the freight train pass.

Twenty-Five Passengers.

In the combination and baggage car there were about twenty-five passengers. This car caught fire immediately after the collision, and the express was stopped and the work of rescue begun.

Five with their clothes almost burned off were carried into the Cincinnati sleeper. This soon caught fire and the injured were removed to the Indianapolis sleeper. This also caught fire.

Then the private car of the general manager was converted into a temporary hospital. Many were injured in the Cincinnati sleeper. Dr. Cook, one of the road's physicians, who was in the private car, set to work at once to administer to the burned and crushed passengers. Dr. McVitt, of Fowler, was soon on the scene, and many other doctors were rushed to the scene of the wreck.

The wife of General Manager Schaff was with him. No one in that car was injured.

After the injured had been temporarily attended by the doctors on the car, they were hurried to the hospital at Kankakee, Ill.

Some of the injured died on the way to the hospital. Olcott, the fireman of the passenger train, was found fifty feet from the wreck. He had died instantly. His skull had been fractured when he was thrown from the engine. One leg was also cut off. Paul C. Harris, a Chicago lawyer, and W. H. Bonser, of Des Moines, Iowa, did heroic service in rescuing the men and women from the burning and demolished cars.

Paul C. Harris, a Chicago lawyer, on his way to Florida, who was in the sleeper immediately behind the combination and baggage car, was also injured.

In a few minutes the wind had driven the fire back into the first sleeping car. The engineers knew the car would burn, and before the fire attacked it had died, some of them in night attire.

The engine of the freight train, which was not brought to Kankakee, told the passengers of the wrecked train that his train had a clear track, according to his orders, and that the passenger train was moving at the rate of fifty miles an hour when the collision took place.

(Continued on Second Page.)

DON'T MISS THE FIRST CHAPTER OF THE NEW SERIAL, "THE LION AND THE MOUSE," IN THE SUNDAY TIMES TOMORROW